

ANCIENT BLUFF SAVING OF HARBOR

Three Bags of Gold Told
of at Commission
Meeting.

ACTION ON WHARVES

Necessity for Increased
Shipping Facilities
Shown.

(From Thursday's Advertiser.)

Three bags of gold, each containing \$5000, placed before the monarchical ministry, years and years ago, had much to do with the decision adverse to extending the old Emm's wharf across the harbor, a decision which marked the beginning of the plans for the making of a greater harbor for Honolulu, and it was this greater harbor which was under the fire of discussion in the senate chamber, yesterday afternoon, from two to five o'clock, while the newly created harbor commission held a session.

The general sense of the meeting was that within four or five years Honolulu will have need of every foot of wharf space it can provide for steamships making use of the Panama Canal, and that the community must awaken to the sense of its responsibilities and aid in providing the necessary facilities for handling the business of the port.

It was B. P. Dillingham, head of the Oahu railroad company and the extensive wharf business which has been created under that corporation, who stated that there was a time when meetings were held and committees were appointed to wait upon the monarchical ministry with a proposal to extend Emm's wharf directly across the harbor, making one long wharf, to be used by shipping on one side only, shutting out a large area of tidewater mud flats, which were believed to be of no benefit to the community.

Three Bags of Gold.

But in those mudflats Mr. Dillingham then saw opportunity and sent three bags of gold to the ministry, offering to buy those flats because they were a sea frontage to lands controlled by the railroad company. The three bags were sent back and the matter went into the courts and the railroad company then received the mud flats as its property, mudflats which have been dredged out and the sides lined with valuable wharves with intervening slips where some of the largest shipping tonnage is handled every year.

Even with these private wharves and those provided by the Territory and by the federal government, it was shown yesterday, that there is not adequate wharf space in the harbor and the present extension plans will not be ample to cope with the constantly increasing business.

But the keynote of the entire proceedings was struck when it was stated that although most of the wharves are competent for the handling of freight discharged from sailing ships, they are absolutely inadequate for the freight discharged in thousands of tons within a few days' time from steamers.

While the Inter-Island Company was stated to be in hard straits at times for space and time in which to handle freight offerings, it was shown that the Matson Navigation Company, with its increasing business is even now in the throes of distress resultant from congested and poorly arranged wharves and wharves that are in bad condition.

Big Men Present.

The meeting was called yesterday on motion of James Wakefield, a member of the commission, at a former meeting. Chairman Campbell presided, and there were also present Commissioners Emil Bernat, secretary; C. J. McCarthy and E. B. McStocker.

There were present a large number of representatives of various interests directly or indirectly connected with the shipping business, and nearly all spoke on the subject of the wharves. Among those present in the spectator's section other than Governor Frear, who dropped in to listen, were B. F. Dillingham, Fred C. Smith, George Denison and Harry Denison, all of the Oahu railroad company; James A. Kennedy, president of the Inter-Island company; E. D. Tenney, T. H. Petrie and Shipping Manager Drew of Castle & Cooke; representative of the Matson Navigation Company; Richard Ivers and Shipping Manager James Robertson, of Brewer & Co., representing the Oceanic Steamship Company; F. W. Klebahn, shipping manager for the Pacific Mail company; C. P. Morse, agent for the American-Hawaiian Steamship Company; Fred L. Waldron, representing various shipping agencies; W. H. Hoogs, William Larson and Albion Clark, representing draying companies; Charles Bon, McCabe, Hamilton and Renny, stevedores; A. Davidson, representing an oil transportation company; F. A. Schaefer of Schaefer & Co.; Eben Low, representing a local shipping company; E. E. Paxton, of Alexander & Baldwin.

Change in Transportation.

Chairman Campbell stated that the form of commerce in the port of Honolulu has changed materially in the last twelve or thirteen years, as in those earlier days ninety per cent of

REGULARS TODAY MAYBE REBELS TOMORROW



HAYTI'S REGULAR ARMY ON DRESS PARADE.
Soldiers of the "Black Republic" being reviewed by President Simon.

PORT AU PRINCE, Hayti, July 26.—The entire republic, with the exception of the capital, is in revolt.

With this situation of affairs in the "Black Republic" it is apparent that

the tonnage was carried in sailing vessels, and now ninety per cent was carried in steamers, which in a short period of time discharge several thousand tons of freight.

W. H. Hoogs, representing a draying company, was asked for his views on the wharves around the harbor starting with the Channel wharf. The Channel wharf was not even a wharf, he averred. The floor and underpinnings were rotten and there is not enough water alongside for a decent sized steamer. He thought the opening up of the interior into one long shed would materially help. It was a bad wharf to work on in its present dilapidated state.

As to the Alakes wharf he suggested rolling shutter sides so that there could be an opening opposite any hatch of a steamer. On the Oceanic wharf he suggested the removal of the coal pile at the makai end and replacing it with a shed. The Matson wharf, for a small wharf was good, but was too short.

As to the Inter-Island wharves, or at least two of them, he stated he had notified President Kennedy that for any accidents to his men and horses, he would hold the company responsible, owing to a dangerous condition of affairs.

Mr. Campbell said there were plans for a new Kianan wharf, and the only thing needed was the money to build.

Suggestions Made.

Mr. Campbell stated that it had been suggested that the Hackfeld wharf be widened on the side toward the Inter-Island wharf and a shed extended over that way. He thought that about fifteen to seventeen feet more wharf space could thus be added, although the ship would be narrowed. Mr. Hoogs agreed that with a wider wharf the handling of the freight would be facilitated.

At the present time the narrow passage way between piles of freight, allowing at times only one dray at a time to emerge from the shed caused much detention and this detention was charged to consignees. He referred frequently to the Matson company as being a sufferer from congested wharves.

F. W. Klebahn, for Hackfeld & Co., said that he had handled freights on the Hackfeld wharf and his people had been able to clear out 2400 tons of freight within a week. This freight was largely oriental. He suggested that the Channel wharf be repaired and the entrance to it dredged. He had found the Alakes wharf, where the Pacific Mail steamers tie up, all right. He suggested that the partition between the two-story and the one-story shed be removed. Mr. Campbell said this would be done.

"The whole question simmers down," said he, "to having the wharf fit the steamer and not the steamer fit the wharf."

Should Be Dredged.

J. H. Drew, shipping manager for Castle & Cooke, agents for the Matson line, said he would speak from the transportation standpoint only. He hoped the entrance to the Channel wharf would be dredged so that vessels which had to take on bunker coal, could get up to the wharf.

As to the Matson company, a few years ago the only vessel of that line was the Hilonian, bringing about 1600 tons. The fleet of steamers has been steadily growing and now the vessels are scheduled to move promptly and whatever freight they bring must be discharged quickly and the steamers must get away on their runs in order that the company may keep its obligations with those for whom it does business. He felt that consignees have suffered, but the steamship companies have suffered most of all, because of inadequate facilities for handling freights.

"The Lurline," he said, "came in this morning with about 4000 tons of freight and has to go to sea again on Tuesday, and the freight has to be gotten out expeditiously in order to keep her on her schedule." He said it was very seldom a cargo is cleaned up before the next steamer gets in, the steamers running about a week apart.

Freight on Wharves.

A statement as to freight lying on the wharves precipitated considerable discussion, the government wharves being used for the storage of certain classes of goods, mainly, it was suggested, because the goods were sold after receipt.

Mr. Drew said that this was largely the outcome of custom. Mr. Kennedy said the same thing and nearly all were of the opinion that only in a few instances was freight left on the wharves for that purpose. It was shown that the commission intends to take up this matter and formulate a

rule whereby the use of the wharves for freight storage will not be allowed, and if it is done it will be subject to a fee.

E. E. Paxton of Alexander & Baldwin, stated that he did not represent any shipping interests directly interested in Honolulu harbor his company's interest being mainly in harbors on other islands.

"It is going to be a question in the near future of more wharf facilities," said Mr. Paxton. "This will be emphasized four or five years hence. It is a thing we ought to look forward to. We should consider not only the needs of today, but what the needs will be four or five years hence, and if we do not there will be difficulties arising out of lack of wharf room, lack of maintaining them, etc."

William Larsen, the drayman, said the entrances to the wharf sheds were not large enough. The Hackfeld wharf was too long and too narrow. He felt that the Hackfeld wharf should be added to on the makai side, giving drays a drive around the wharf.

One Large Wharf.

James Robertson for the Oceanic company, stated that the Oceanic wharf was adequate for the needs of the company and the freights brought by the Sierra.

Albion Clark said that Mr. Paxton had hit the nail on the head. Fifteen years ago freight could easily be handled with the facilities at hand but now the demands were not being met.

President Kennedy, of the Inter-Island company, and that this was a peculiar shipping port and its problems could not be compared with those of San Francisco or any other port. A flood of freight came in on a bunch of steamers and some of it had to be shipped to other islands on steamers which ran on schedules. In San Francisco they have all the facilities for handling all kinds of freight, much of its going directly into cars which run on the wharves. Here it was different.

He spoke of the lax way in which merchants sent freight to the island steamers. It was all eleventh hour freight. He had tried in every way to get the merchants to send the freights in earlier.

Charles Bon wanted the entrance to Channel wharf dredged. He thought that sliding shutter sides for the wharves, and particularly for the Hackfeld wharf, would aid in the discharge of freight. He felt that the Territory should provide a wharf from which heavy machinery could be loaded into steamers. Also there should be a proper bunkering wharf, as in a few years plenty of steamers would be calling here for coal.

Fred L. Waldron, speaking of the custom of leaving freight on wharves, said that his house always disposed of goods in advance of arrival. As to freight being left on wharves, he knew it to be a fact that much freight was left on San Francisco wharves.

Fault of Community.

Chairman Campbell stated that much of the inadequate conditions now existing was directly due to the community at large. He spoke of endeavors he had made and the administration had made to get liberal appropriations for wharf buildings and for a maintenance fund, but the legislature had not been liberal, until this year. In six years there had been only \$80,000 for repairs, maintenance and for various works.

C. P. Morse of the American-Hawaiian line, spoke of the wharves provided by the Oahu railroad company for their use. One wharfshed ninety feet wide had been widened until it was 180 feet wide and with this they had ample space in which to handle and sort cargoes.

F. A. Schaefer said that he was not experienced in transportation problems, but he could foresee the necessity for far greater facilities than were at present at hand.

Eben Low said there were things to be done to the Fort street wharf where he handled shipping. But he was chiefly concerned about the lack of wharves on the other side of the island and offered to take the commission around there to see what was necessary.

The commission will meet again at two o'clock this afternoon.

PREPARE FOR EMERGENCY.

Right in your busiest season when you have the least time to spare you are most likely to take diarrhoea and lose several days' time, unless you have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose on the first appearance of the disease. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Honolulu.

MAY CHINESE JOIN THE UNION?

HILO LABORERS STRUGGLE
WITH PROBLEM THAT
CONFRONTS THEM.

(Mail Special to The Advertiser.)

HILO, July 24.—The Hilo Labor Union seems to be still flourishing with the enthusiasm which greets all new things in Hawaii. Last Saturday another meeting of that body was held, and again, after the speechmaking was over, the enrollment of members was continued until midnight, when the doors were closed in spite of the fact that there were many waiting for a chance to join.

In the course of the enrollment a peculiar question was brought up by the fact that three citizen Chinese presented themselves for membership. In view of the well-known attitude of unions in regard to Orientals, the question as to whether the three should be admitted or not was passed up to the executive committee, which will decide later. Among those who joined last week were many Portuguese and Hawaiians. Many of the members come from Papeete, and it was decided to establish a branch office at that place. It will be in charge of a sub-agent whose duty it will be to rustle up the members in the vicinity whenever there is a call for them from headquarters to go to work.

The following executive committee was elected: David Ewaliko, chairman; John Bohnerberg, Joseph Vierra, M. K. Kealawa, W. Keamoku, Henry Kahale, Wm. Kino, Kuali and S. K. Kahana. Ewaliko was appointed business agent, to serve without salary for the present. Offices will be opened in the Y. M. I. building on August 1.

Will Handle Wages.

The most interesting part of the meeting was the giving out of instructions to the members. The agent will act as an intermediary between the employers and the members of the union. He will furnish the employers with labor, and will collect the wages, paying them over to the members. This, it was explained, is done in order that the Union may have full responsibility for such work as it undertakes to perform.

Boycott to Start.

The members were instructed that after August 1 they must buy nothing from Orientals. If they are found doing assessed by the rest of the members in open meeting. The members must also patronize the stores which employ union clerks and must insist on getting union-made goods, wherever this is possible.

HILO KAMAIIA DIES OF BLOOD POISONING

A wireless message to Manager Balch of the Mutual Telephone Company, yesterday announced the death of Elmer E. Richards, manager of the Hilo and Hamakua Telephone and Telegraph Company at Hilo. The cause of death was blood poisoning. Beyond this no particulars were received.

Mr. Richards, known all over the big island as "Dick," came to Hawaii from San Jose, California, about twenty-five years ago to take charge of the construction of the telephone line out of Hilo. One of the first sections was from Hilo to the volcano. He early won the confidence of those who promoted the enterprise and had their support at all times. He was sent to the house of representatives for the session which began in February, 1896, and succeeded himself the next election. He was closely allied to the interests of those engaged in the cultivation of sugar in the South Hilo district and was entrusted with much of their private business.

Mr. Richards was a member, and past master, of Kilanea Lodge of Masons and an active member of the Masonic Hall Association and the B. P. O. E. of Hilo. He was married twice, his first wife, a Miss Lillian Schoon, of San Jose, died about nine or ten years ago, leaving four children, three girls and a boy. The eldest, a boy, is at home on vacation from Stanford. Two years ago he married Miss Dollie Sumner, a young lady long identified with schools in Hilo.

For years deceased was agent for the Matson Line and the Tag Rover Company, in Hilo, surrendering his position with the companies about fourteen years ago. Since annexation he has not been active in politics to the extent of accepting office. He was a member of the board of trade and had served as a member of the board of registration. He was not a member of the constitutional convention "which overthrew the queen," as erroneously stated in an afternoon paper. South Hilo was represented in the convention by the late David H. Hiltcheek, father of the artist, and by Fred S. Lyman.

MANY HURT IN RIOT.

CHICAGO, July 27.—Three policemen have been injured and scores of rioters have been more or less beaten up during a crusade by the peddlers of the city against the recently passed antinoise ordinance, which prevents them from crying their wares.

CHINAMAN LYONED.

EL PASO, Texas, July 26.—A Chinaman was lynched here and forty of his fellow countrymen have been jailed on suspicion.

MAY AMEND THE ANTI-TRUST LAW

Resolution by Senate to
Investigate Its
Operation.

WICKERSHAM DENIES

President Defends Acts;
Signs Reciprocity
Bill.

WASHINGTON, July 27.—Important action, which may result in material changes in the Sherman antitrust law, was taken by the senate yesterday, when it passed a resolution to investigate the operation of this law with a view to amendments.

The Democratic senators yesterday met in caucus and decided to support the wool schedule as adopted in the house. They hope for the support of enough insurgent Republican senators to carry the bill.

That Secret Report.

Attorney-General Wickersham yesterday testified before the committee investigating the methods of the steel trust that he never saw the report filed in his department in 1908, which declared that the International Harvester Company had violated the Sherman antitrust law.

May Retain Wiley.

Secretary of Agriculture Wilson yesterday made a recommendation to the President that Pure Food Expert Wiley be retained at the head of his department, but that he be reprimanded. The charge against Mr. Wiley is that he accepted a fee illegally.

Defends Administration.

WASHINGTON, July 26.—President Taft today sent a message to congress on the situation at Controller Bay, Alaska, defending the course of the administration from the charges that he was instrumental in turning over Controller Bay waterfront to the Guggenheim combination.

Signs Reciprocity Bill.

WASHINGTON, July 26.—The Canadian reciprocity agreement was signed by President Taft today.

Cotton Is Next.

WASHINGTON, July 16.—The cotton tariff bill was introduced in the house today.

YAGUI INDIANS WILL DEMAND THEIR LANDS

EL PASO, Texas, July 27.—It is reported here that eleven Yaqui chiefs will start at once for Mexico City and demand the restoration of their lands and the return of their tribesmen from servitude in Yucatan.

During the Diaz regime a great part of the fertile lands belonging to this tribe were confiscated and thousands of men, women and children were exiled to Yucatan haciendas.

FOREST FIRES THREATEN SAN GABRIEL RESERVE

SAN BERNARDINO, California, July 27.—The forest fires which have been burning in this district for days are approaching the San Gabriel forest reserve, one of the largest in the country, and hundreds of men are fighting the flames under the direction of Forest Supervisor Charlton and his assistants.

PARLIAMENT WILL DISSOLVE NEXT WEEK

OTTAWA, Canada, July 27.—Sir Wilfrid Laurier will dissolve Parliament next week, either Thursday or Friday, and write for a general election to be held late in next September will be issued. The Liberals will appeal to the country on the reciprocity agreement.

SKELETON IN BERTH.

HAVANA, Cuba, July 27.—An unidentified skeleton has been unearthed in berth number thirty-seven in the wreck of the Maine.

ANXIOUS ABOUT CASH.

WASHINGTON, July 26.—Secretary Morrison of the American Federation of Labor has appealed to the unionists of the country to raise half a million dollars for the defense of the McNamara.

TO BENEFIT THE CHILDREN.

A wireless message was received by the trustees of the Children's hospital yesterday from A. S. Wilcox, who is in Hawaii, instructing them to start in immediately with plans for building an elevator in the hospital. This is a much needed improvement and Mr. Wilcox will bear the entire expense.